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10/030,199
Office Action Summary, dated 06/09/2006

Dear Mr McCreary,

2006-07-12

Thank you for having examined my appl.

To the specification in pp.2

a) The Fig. 22, delivered to USPTO, should be a wrong one. Would you please transmit it to me via my fax phone number +49 6126 8949 or via an e-mail address sv.gruschke@t-online.de?

The original German patent doc. DE 19711392 C1 and Canadian patent doc. CA 2,257,079, both have only 21 Figures (drawings). If you wish, I file to you a complete set of drawings from Fig. 1 to Fig. 21.

Would you please check the Fig. 11, enclosed, by comparing with the one, you received, whether the site of predetermined fracture "b" is properly placed? See note "b" in a proper and wrong position and pp. 17/lines 20-22, disclosing:

Alternatively, only one single pair of delimiters 51 is used. In that case the site of predetermined fracture "b" has to be redesigned between the hole "L₁" and the guide member 52 (Fig. 11).

b) Only one reference is missing in b2).

b1) The 1st to 7th embodiments of the protective (I will change it into safety) device

Fig. 1 a 1st embodiment of the protective device

Figs. 2 and 3 a 3rd and a 4th embodiment of the protective device in a mid-front crash.

Fig. 6 a 2nd embodiment of the protective device,

Fig. 7 a 5th embodiment of the protective device.

Fig. 8 a 6th embodiment of the protective device,

Fig. 9 the 6th embodiment of the protective device

Fig. 10 a 7th embodiment of the protective device.

b2) The 2nd to 7th embodiments of the protective device.

Fig. 13 a 2nd embodiment of the energy-absorbing, vibration-dampening delimiter 80.

Fig. 14 a 3rd embodiment of the energy-absorbing, vibration-dampening delimiter 80a.

Fig. 16 a 4th embodiment of the energy-absorbing, vibration-dampening delimiter 80b.

Fig. 19 a 5th embodiment of the energy-absorbing, vibration-dampening delimiter 80c.

Fig. 20 a 6th embodiment of the energy-absorbing, vibration-dampening delimiter 80d.

Fig. 21 a 7th embodiment of the energy-absorbing, vibration-dampening delimiter 80e.

Only the 1st embodiment is missing! I'll add this pertinent information to the description of Fig. 1.

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I intend to change the title

"MOTOR VEHICLE STEERING COLUMN AND SEAT BELTS (equipped!!) WITH A PROTECTIVE DEVICE"

into

"A SAFETY DEVICE FOR MOTOR-VEHICLE STEERING COLUMN AND SEAT BELTS",

thus making me easier to rewrite the Claims. Because all the previous Claims are replete of errors, they must be cancelled and replaced by new ones. Fortunately, I've already gained experience in formulating US Claims. All the antecedent-related errors and others are amended. See Claim 1, enclosed.

If you have other objections please mention them when I phone you after 3 pm Washington time to discuss the amendments etc. Would a phone call on July 18, 19 or 20 be convenient for you? Please send just a short message to me via sv.gruschke@t-online.de at what day I shall phone you.

I've already rewritten the Abstract in order to lower the number of the words from 213 to 149.

Thank you in advance.

Kind regards

Go Gruschke

Go

Attached: Fig. 11

Claim 1

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Platz 1, 65
11.11.11, 11.11.11
Germany

1. A safety device for a motor-vehicle steering column and seat belts, comprising

a pair of bearing boxes, each of which is rigidly attached to a torque box and in a rear portion of a deformable longitudinal runner, facing a passenger compartment and having the greatest stiffness;

at least one pair of independently operating piston devices, each of which, arranged in a front section of a vehicle body, consists of a piston head, located in the vicinity of a front bumper, a wire-guiding member, connected to a deformable element, attached to the passenger compartment, and a piston rod, which, guided by the bearing box, is movable in the longitudinal runner, where the piston head and the wire-guiding member are fastened to front and rear portions of the piston rod;

a seat-belt wire, wound about pivots, attached to the torque box and a pair of side rails, and pivots of both wire-guiding members, where both ends of the seat-belt wire are connected to at least one pair of energy-absorbing, vibration-dampening delimiters, fastened to stiff motor-vehicle members, with sites of predetermined fracture in connection with the seat belts;

two steering-column wires, each of which, provided with a wire holder and an energy-absorbing steering-column delimiter with at least one site of predetermined fracture, is connected to the wire-guiding member and wound about pivots, and

a collapsible casing, arranged between a collapsible upper portion of the steering column with a steering wheel and a non-collapsible lower portion thereof, attached to a dash panel, where the

collapsible upper portion thereof has a threaded stud, which, accommodating both wire holders, has a threaded end projection onto which a nut is bolted to secure them;

whereby in the event of a front collision an impact energy displaces the front bumper and at least one piston head, a movement of which results in

deforming the respective longitudinal runner, loosely guided by the piston rod, and

deflecting the respective wire-guiding member in association with deforming the

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deformable element, the respective energy-absorbing, vibration-dampening delimiter and the energy-absorbing steering-column delimiter and collapsing the collapsible upper portion of the steering column with the steering wheel;

absorbing the impact energy and dampening a vibration;

releasing the respective steering-column wire and

pre-tensioning the seat belts of belted passengers up to a predetermined length of a seat-belt retraction.

Dr.-Ing. Gök Diler
Pforzheim, 05.07.2006
Germany